



Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-220



C-130J Hercules Transport Aircraft (C-130J)

As of FY 2015 President's Budget

Defense Acquisition Management
Information Retrieval
(DAMIR)

Report Documentation Page			Form Approved OMB No. 0704-0188	
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Common Acronyms and Abbreviations

Acq O&M - Acquisition-Related Operations and Maintenance
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
BA - Budget Authority/Budget Activity
BY - Base Year
DAMIR - Defense Acquisition Management Information Retrieval
Dev Est - Development Estimate
DoD - Department of Defense
DSN - Defense Switched Network
Econ - Economic
Eng - Engineering
Est - Estimating
FMS - Foreign Military Sales
FY - Fiscal Year
IOC - Initial Operational Capability
\$K - Thousands of Dollars
LRIP - Low Rate Initial Production
\$M - Millions of Dollars
MILCON - Military Construction
N/A - Not Applicable
O&S - Operating and Support
Oth - Other
PAUC - Program Acquisition Unit Cost
PB - President's Budget
PE - Program Element
Proc - Procurement
Prod Est - Production Estimate
QR - Quantity Related
Qty - Quantity
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
Sch - Schedule
Spt - Support
TBD - To Be Determined
TY - Then Year
UCR - Unit Cost Reporting

Program Information

Program Name

C-130J Hercules Transport Aircraft (C-130J)

DoD Component

Air Force

Responsible Office

Responsible Office

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References

SAR Baseline (Production Estimate)

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated October 25, 1996

Approved APB

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated April 25, 2007

Mission and Description

The C-130J Hercules Transport Aircraft (C-130J) is a medium-range, tactical airlift aircraft designed primarily for transport of cargo and personnel within a theater of operations. Variants of the C-130J perform other missions including rescue and recovery, air refueling, special operations, fire-fighting and weather reconnaissance.

The C-130J can carry more than 40,000 pounds of cargo (pallets or a varied number of wheeled vehicles) or be configured to carry up to 84 paratroopers. The enhanced cargo handling system reduces crew workload and can be quickly adapted to accommodate any combination of passenger, cargo or aero-medical airlift missions. Two primary methods of aerial delivery are used for equipment delivery: parachutes pulling the load from the aircraft; and the Container Delivery System that uses the force of gravity to pull supplies from the aircraft. The C-130J can also operate from austere landing zones with as little as 3,000 feet of dirt runway.

A stretched version of the C-130J offers aircrews 55 feet of cargo compartment length. The additional 15 feet in length over previous versions of the C-130 translates into 30% more useable volume for increased seating, litters, pallets or airdrop platforms thus providing a significant advantage in the reduction of sorties necessary for mission completion. The C-130J offers a greater value when compared to any other tactical airlifter.

Executive Summary

The C-130J Program Office continued to support warfighter requirements worldwide. Program Office efforts included continued management of all United States Government (USG) C-130J variant aircraft production and initial sparing, several USG specific modification programs, management of multiple FMS cases and an international development program for block upgrades for the C-130J fleet.

Lockheed Martin (LM) delivered a total of 23 aircraft in Calendar Year (CY) 2013 to USG and FMS customers. Thirteen USG and five FMS C-130J aircraft are estimated for delivery in CY 2014.

In an effort to combat suspect counterfeit parts, the C-130J Program Office and LM established new monitoring and tracking processes of fielded Line Replaceable Units.

All United States Air Force (USAF) C-130J units transitioned to a new maintenance system: Data Transfer and Diagnostics Systems (DTADS) in July 2013. DTADS enabled the elimination of on-site contractor support, which is still required for the legacy maintenance system. The C-130J Program Office put LM on contract in March 2013 to upgrade the DTADS software from Windows XP to Windows 7 which is currently scheduled to be fielded in September 2014.

The Army-led and funded, High Speed Container Delivery System (HSCDS) Joint Concept Technology Demonstration program successfully completed an operational demonstration in September 2013. The HSCDS expands the C-130J airdrop performance envelope and reduces the altitude required for airdrops. This effort supports the rapid fielding of a new capability to accurately deliver up to 16,000 pounds of supplies in one drop while reducing exposure to threats. The full capability was released in March 2014.

The final active USAF C-130J was delivered to Dyess Air Force Base, Texas in July 2013, officially standing up the first full Combat Delivery Wing. Air Mobility Command declared the C-130J weapon system Fully Operationally Capable in August 2013.

International Collaborative Block Upgrade (BU) Programs:

The C-130J International Program Office continues to execute the seven-nation collaborative, cost sharing development of C-130J BU 7.0 and 8.1. The BU 7.0 program brings the war fighter new and improved capability requirements with emphasis on a new Flight Management System and Link 16. This effort maintains access to global airspace, enhances navigational accuracy and aircrew situational awareness, and increases overall operational effectiveness. The BU 7.0 program completed Functional Qualification Testing in August 2013. BU 7.0 common core completion is now estimated for May 2014.

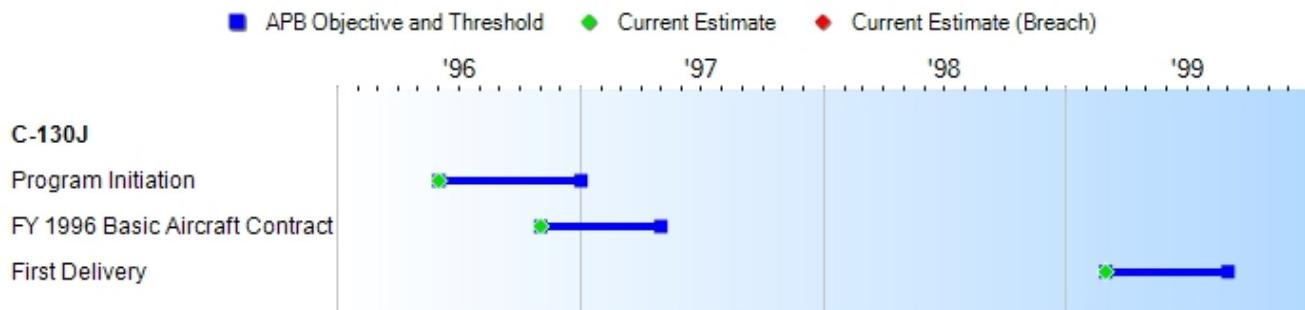
The BU 8.1 program incorporates ten new capabilities with emphasis on the Civil Data Link, Automatic Dependent Surveillance Broadcast-Out, and Identification Friend or Foe Transponder Mode-5. The BU 8.1 program successfully conducted Critical Design Review on July 31, 2013. BU 8.1 common core completion is now estimated for April 2016.

There are no significant software-related issues with the program at this time.

Threshold Breaches

APB Breaches	
Schedule	<input type="checkbox"/>
Performance	<input type="checkbox"/>
Cost	<input type="checkbox"/> RDT&E <input type="checkbox"/> Procurement <input type="checkbox"/> MILCON <input type="checkbox"/> Acq O&M
O&S Cost	<input type="checkbox"/>
Unit Cost	<input type="checkbox"/> PAUC <input type="checkbox"/> APUC
Nunn-McCurdy Breaches	
Current UCR Baseline	
PAUC	None
APUC	None
Original UCR Baseline	
PAUC	None
APUC	None

Schedule



Milestones	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate
Program Initiation	JUN 1996	JUN 1996	JAN 1997	JUN 1996
FY 1996 Basic Aircraft Contract	NOV 1996	NOV 1996	MAY 1997	NOV 1996
First Delivery	OCT 1997	MAR 1999	SEP 1999	MAR 1999

Change Explanations

None

Performance

Characteristics	SAR Baseline Prod Est	Current APB Production Objective/Threshold	Demonstrated Performance	Current Estimate
Cockpit Crew (All Missions)	2	2	2	2
Maximum Payload (lbs)	39311	39311	38910	39311
Normal Maximum Take-off Gross Weight (lbs)	155000	155000	155000	155000
Design Landing Gross Weight (lbs)	130000	130000	130000	130000
Take-off Distance at Max Take-off Weight over 50 ft Obstacle (ft)	4530	4530	5142	4530
Landing Distance at Design Landing Weight Over 50 ft Obstacle (ft)	2500	2500	2550	2500
Shortfield Capability				
Assault Take-off Distance (Takeoff Ground Roll) (ft)	2700	2700	2700	2700
Assault Landing Distance (Ground Roll) (ft)	1800	1800	1800	1800
IMC Airdrop Accuracy - Total System Error (ft)	158	158	158	158
Cruising Speed at 100,000 lbs @25,000 ft (KTAS)	342	342	315	342
Max Range with 42,764 lbs fuel & 29,722 lbs Payload (NM)	3070	3070	2350	3070
Environmental Factors - Operational Ambient Temperature (deg F)	-40 +120	-40 +120	-40 +120	-40 +120
Sortie Reliability (SR) (%)	95.4	95.4	94.2	97.8%
Mission Capable Rate (MC) (%)	84.0	84.0	81.0	79.3
Mean Repair Time (hrs)	6.3	6.3	7.4	4.8 hrs
Mean Time Between Removal (MTBR) (hrs)	4.6	4.6	3.8	4.5 hrs
Mean-Time Between Maintenance Corrective Actions (MTBMC) (hrs)	1.2	1.2	1.0	1.0 hrs

Requirements Source

Operational Requirements Document (ORD) AMC 205-91-IV/III-A (Revision II) dated January 21, 2005

Change Explanations

None

Memo

Demonstrated performance reflects actual aircraft performance data as reported from field units.

Acronyms and Abbreviations

% - Percent

deg F - degree Farenheit

ft - feet

hrs - Hours

IMC - Instrument Meteorological Conditions

KTAS - Knots True Airspeed

lbs - Pounds

NM - Nautical Miles

Track to Budget

General Memo

BP11: Large Aircraft Infrared Countermeasures, Dynamic Retasking Capability, Center Wing Replacement, and C-130J Tactics Training.

RDT&E

Appn	BA	PE
Air Force	3600	07 0401132F
	Project	Name
	5061	C-130J (Shared)
Air Force	3600	04 0603852F
	Project	Name
	4025	C-130J (Sunk)

Procurement

Appn	BA	PE
Air Force	3010	02 0401132F
	Line Item	Name
	130A00	(Sunk)
	130E00	(Sunk)
Air Force	3010	05 0401132F
	Line Item	Name
	C1300J	(Shared)
Air Force	3010	02 0401132F
	Line Item	Name
	C130J0	C-130J

MILCON

Appn	BA	PE
Air Force	3300	04 0401132F
	Project	Name
	VARIOUS	Military Construction

Acq O&M

Appn	BA	PE
Air Force	3400	01 0401132F

Project	Name	(Shared)	(Sunk)
021M	Operation & Maintenance - AF		

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

Appropriation	BY1996 \$M			BY1996 \$M	TY \$M		
	SAR Baseline Prod Est	Current APB Production Objective/Threshold	Current Estimate		SAR Baseline Prod Est	Current APB Production Objective	Current Estimate
RDT&E	8.9	349.1	384.0	292.9	9.2	446.6	379.6
Procurement	721.8	13041.0	14345.1	11721.5	830.5	15910.8	15191.2
Flyaway	--	--	--	9662.1	--	--	12655.7
Recurring	--	--	--	9529.6	--	--	12476.1
Non Recurring	--	--	--	132.5	--	--	179.6
Support	--	--	--	2059.4	--	--	2535.5
Other Support	--	--	--	1003.8	--	--	1234.7
Initial Spares	--	--	--	1055.6	--	--	1300.8
MILCON	0.0	153.0	168.3	138.9	0.0	182.4	175.4
Acq O&M	0.0	45.0	49.5	21.0	0.0	51.7	23.7
Total	730.7	13588.1	N/A	12174.3	839.7	16591.5	15769.9

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	11	168	168
Total	11	168	168

Cost and Funding

Funding Summary

**Appropriation and Quantity Summary
FY2015 President's Budget / December 2013 SAR (TY\$ M)**

Appropriation	Prior	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	To Complete	Total
RDT&E	258.8	18.2	22.9	30.5	26.3	22.9	0.0	0.0	379.6
Procurement	9532.3	640.1	622.8	948.0	222.3	101.7	103.5	3020.5	15191.2
MILCON	148.7	0.0	0.0	0.0	26.7	0.0	0.0	0.0	175.4
Acq O&M	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7
PB 2015 Total	9963.5	658.3	645.7	978.5	275.3	124.6	103.5	3020.5	15769.9
PB 2014 Total	9918.2	721.6	657.1	985.8	245.7	125.9	1727.1	1157.9	15539.3
Delta	45.3	-63.3	-11.4	-7.3	29.6	-1.3	-1623.6	1862.6	230.6

Additional requirements subsequent to the April 2007 program baseline are not included in this SAR. They consist of:

RDT&E: Capability Management Updates, Cooperative Systems and Software Upgrade Requirements Management, and C-130J Trainers.

Quantity	Undistributed	Prior	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	123	6	7	14	2	0	0	16	168
PB 2015 Total	0	123	6	7	14	2	0	0	16	168
PB 2014 Total	0	122	6	7	14	2	0	14	3	168
Delta	0	1	0	0	0	0	0	-14	13	0

Cost and Funding

Annual Funding By Appropriation

Annual Funding TY\$

3600 | RDT&E | Research, Development, Test, and Evaluation, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway TY \$M	Non End Item Recurring Flyaway TY \$M	Non Recurring Flyaway TY \$M	Total Flyaway TY \$M	Total Support TY \$M	Total Program TY \$M
1995	--	--	--	--	--	--	5.1
1996	--	--	--	--	--	--	0.4
1997	--	--	--	--	--	--	1.0
1998	--	--	--	--	--	--	3.7
1999	--	--	--	--	--	--	--
2000	--	--	--	--	--	--	--
2001	--	--	--	--	--	--	--
2002	--	--	--	--	--	--	--
2003	--	--	--	--	--	--	1.8
2004	--	--	--	--	--	--	10.3
2005	--	--	--	--	--	--	23.0
2006	--	--	--	--	--	--	11.3
2007	--	--	--	--	--	--	30.2
2008	--	--	--	--	--	--	43.3
2009	--	--	--	--	--	--	24.5
2010	--	--	--	--	--	--	30.2
2011	--	--	--	--	--	--	24.5
2012	--	--	--	--	--	--	33.5
2013	--	--	--	--	--	--	16.0
2014	--	--	--	--	--	--	18.2
2015	--	--	--	--	--	--	22.9
2016	--	--	--	--	--	--	30.5
2017	--	--	--	--	--	--	26.3
2018	--	--	--	--	--	--	22.9
Subtotal	--	--	--	--	--	--	379.6

Annual Funding BY\$**3600 | RDT&E | Research, Development, Test, and Evaluation, Air Force**

Fiscal Year	Quantity	End Item Recurring Flyaway BY 1996 \$M	Non End Item Recurring Flyaway BY 1996 \$M	Non Recurring Flyaway BY 1996 \$M	Total Flyaway BY 1996 \$M	Total Support BY 1996 \$M	Total Program BY 1996 \$M
1995	--	--	--	--	--	--	5.1
1996	--	--	--	--	--	--	0.4
1997	--	--	--	--	--	--	1.0
1998	--	--	--	--	--	--	3.6
1999	--	--	--	--	--	--	--
2000	--	--	--	--	--	--	--
2001	--	--	--	--	--	--	--
2002	--	--	--	--	--	--	--
2003	--	--	--	--	--	--	1.6
2004	--	--	--	--	--	--	9.1
2005	--	--	--	--	--	--	19.9
2006	--	--	--	--	--	--	9.5
2007	--	--	--	--	--	--	24.7
2008	--	--	--	--	--	--	34.7
2009	--	--	--	--	--	--	19.4
2010	--	--	--	--	--	--	23.6
2011	--	--	--	--	--	--	18.8
2012	--	--	--	--	--	--	25.2
2013	--	--	--	--	--	--	11.8
2014	--	--	--	--	--	--	13.2
2015	--	--	--	--	--	--	16.4
2016	--	--	--	--	--	--	21.4
2017	--	--	--	--	--	--	18.1
2018	--	--	--	--	--	--	15.4
Subtotal	--	--	--	--	--	--	292.9

Annual Funding TY\$**3010 | Procurement | Aircraft Procurement, Air Force**

Fiscal Year	Quantity	End Item Recurring Flyaway TY \$M	Non End Item Recurring Flyaway TY \$M	Non Recurring Flyaway TY \$M	Total Flyaway TY \$M	Total Support TY \$M	Total Program TY \$M
1994	2	66.8	--	--	66.8	--	66.8
1995	--	--	--	--	--	--	--
1996	5	225.2	--	--	225.2	8.2	233.4
1997	9	433.9	--	--	433.9	72.7	506.6
1998	7	352.8	2.9	--	355.7	92.0	447.7
1999	5	271.0	--	--	271.0	174.5	445.5
2000	1	67.0	--	--	67.0	73.0	140.0
2001	3	184.8	--	--	184.8	120.6	305.4
2002	5	365.8	--	--	365.8	73.2	439.0
2003	1	157.2	--	--	157.2	171.9	329.1
2004	4	380.6	9.6	--	390.2	83.2	473.4
2005	11	754.2	41.9	--	796.1	147.4	943.5
2006	12	682.9	4.8	15.8	703.5	257.7	961.2
2007	14	835.8	14.8	24.8	875.4	242.5	1117.9
2008	30	1653.2	25.5	37.9	1716.6	126.0	1842.6
2009	--	--	24.6	--	24.6	85.4	110.0
2010	4	296.5	--	5.6	302.1	138.2	440.3
2011	8	332.3	5.6	12.0	349.9	119.4	469.3
2012	1	65.8	12.6	4.4	82.8	10.6	93.4
2013	1	131.0	3.3	10.1	144.4	22.8	167.2
2014	6	565.6	0.5	9.2	575.3	64.8	640.1
2015	7	525.7	0.5	10.7	536.9	85.9	622.8
2016	14	836.7	29.4	21.5	887.6	60.4	948.0
2017	2	118.7	64.5	3.1	186.3	36.0	222.3
2018	--	--	65.7	--	65.7	36.0	101.7
2019	--	--	66.9	--	66.9	36.6	103.5
2020	8	802.0	180.9	12.0	994.9	98.1	1093.0
2021	8	883.3	253.0	12.5	1148.8	65.1	1213.9
2022	--	--	199.2	--	199.2	33.3	232.5

2023	--	--	161.7	--	161.7	--	161.7
2024	--	--	147.5	--	147.5	--	147.5
2025	--	--	108.3	--	108.3	--	108.3
2026	--	--	32.9	--	32.9	--	32.9
2027	--	--	25.3	--	25.3	--	25.3
2028	--	--	5.4	--	5.4	--	5.4
Subtotal	168	10988.8	1487.3	179.6	12655.7	2535.5	15191.2

Annual Funding BY\$**3010 | Procurement | Aircraft Procurement, Air Force**

Fiscal Year	Quantity	End Item Recurring Flyaway BY 1996 \$M	Non End Item Recurring Flyaway BY 1996 \$M	Non Recurring Flyaway BY 1996 \$M	Total Flyaway BY 1996 \$M	Total Support BY 1996 \$M	Total Program BY 1996 \$M
1994	2	66.7	--	--	66.7	--	66.7
1995	--	--	--	--	--	--	--
1996	5	218.6	--	--	218.6	7.9	226.5
1997	9	417.0	--	--	417.0	69.9	486.9
1998	7	336.9	2.8	--	339.7	87.8	427.5
1999	5	256.0	--	--	256.0	164.8	420.8
2000	1	62.3	--	--	62.3	67.9	130.2
2001	3	170.2	--	--	170.2	111.0	281.2
2002	5	332.8	--	--	332.8	66.6	399.4
2003	1	140.7	--	--	140.7	153.8	294.5
2004	4	331.8	8.4	--	340.2	72.5	412.7
2005	11	639.0	35.5	--	674.5	124.9	799.4
2006	12	563.6	4.0	13.0	580.6	212.7	793.3
2007	14	671.9	11.9	19.9	703.7	194.9	898.6
2008	30	1308.0	20.2	30.0	1358.2	99.6	1457.8
2009	--	--	19.1	--	19.1	66.5	85.6
2010	4	226.3	--	4.3	230.6	105.4	336.0
2011	8	249.4	4.2	9.0	262.6	89.7	352.3
2012	1	48.6	9.4	3.2	61.2	7.8	69.0
2013	1	94.3	2.4	7.3	104.0	16.4	120.4
2014	6	399.9	0.4	6.5	406.8	45.8	452.6
2015	7	364.6	0.3	7.4	372.3	59.6	431.9
2016	14	568.9	20.0	14.6	603.5	41.1	644.6
2017	2	79.1	43.0	2.1	124.2	24.0	148.2
2018	--	--	43.0	--	43.0	23.5	66.5
2019	--	--	42.8	--	42.8	23.5	66.3
2020	8	503.8	113.7	7.5	625.0	61.6	686.6
2021	8	544.0	155.8	7.7	707.5	40.1	747.6
2022	--	--	120.3	--	120.3	20.1	140.4

2023	--	--	95.7	--	95.7	--	95.7
2024	--	--	85.6	--	85.6	--	85.6
2025	--	--	61.6	--	61.6	--	61.6
2026	--	--	18.4	--	18.4	--	18.4
2027	--	--	13.8	--	13.8	--	13.8
2028	--	--	2.9	--	2.9	--	2.9
Subtotal	168	8594.4	935.2	132.5	9662.1	2059.4	11721.5

Annual Funding TY\$
3300 | MILCON | Military Construction, Air Force

Fiscal Year	Total Program TY \$M
2002	10.4
2003	26.1
2004	26.2
2005	5.0
2006	--
2007	25.3
2008	--
2009	21.0
2010	4.5
2011	--
2012	--
2013	30.2
2014	--
2015	--
2016	--
2017	26.7
Subtotal	175.4

Annual Funding BY\$
3300 | MILCON | Military Construction, Air
Force

Fiscal Year	Total Program BY 1996 \$M
2002	9.4
2003	23.2
2004	22.6
2005	4.2
2006	--
2007	20.3
2008	--
2009	16.4
2010	3.5
2011	--
2012	--
2013	21.6
2014	--
2015	--
2016	--
2017	17.7
Subtotal	138.9

**Annual Funding TY\$
3400 | Acq O&M | Operation and
Maintenance, Air Force**

Fiscal Year	Total Program TY \$M
2003	6.8
2004	9.3
2005	7.6
Subtotal	23.7

**Annual Funding BY\$
3400 | Acq O&M | Operation and
Maintenance, Air Force**

Fiscal Year	Total Program BY 1996 \$M
2003	6.2
2004	8.3
2005	6.5
Subtotal	21.0

Low Rate Initial Production

There is no LRIP for this Program.

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost \$M	Memo
India	12/27/2013	6	1011.6	FMS Case IN-D-SAD
Saudi Arabia	2/6/2013	2	202.8	FMS Case SR-D-SAQ
Norway	7/20/2012	1	122.8	FMS Case NO-D-SAG To replace diverted USAF aircraft. Delivery slated for Air Mobility Command in CY 2015.
Norway	11/24/2011	0	30.5	FMS Case NO-D-QAQ. Capability upgrades only.
Australia	4/13/2010	0	30.5	FMS Case AT-D-QAB. Capability upgrades only.
Israel	3/25/2010	6	322.7	FMS Case IS-D-SAD Denotes 4 full aircraft + long lead for 2 aircraft.
Italy	12/1/2009	0	61.1	FMS Case IT-D-QAB. Capability upgrades only.
Denmark	4/22/2009	0	16.2	FMS Case DE-D-QOH. Capability upgrades only.
Iraq	9/14/2008	6	700.6	FMS Cases IQ-D-SAB, IQ-D-QAO, IQ-D-QAP, G8-D-QAB
India	1/31/2008	6	962.5	FMS Case IN-D-SAA
Norway	6/29/2007	4	491.3	FMS Case NO-D-SAF Amendment 5 signed on July 19, 2012 (drawdown) for closure, Period of Performance ended June 16, 2012.

The C-130J program office continues to manage multiple FMS cases worth \$3.9B on behalf of 8 countries. Production/delivery/retrofit/sustainment activities continue for India, Iraq, Israel, Norway, and the Joint Country Cooperative Effort (JCCE) nations.

On October 1, 2013, a Letter of Offer and Acceptance Amendment #3 under case IS-D-SAD for Israel was signed. This amendment provided authorization and funding to procure full aircraft #4 and Long Lead Advance Procurement for Aircraft #5 and Aircraft #6. The contract option was exercised on November 27, 2013 for full Aircraft #4 and Long Lead Advance Procurement for Aircraft #5 and #6. The aircraft are scheduled for 4th Quarter CY 2015 (AC #4), 2nd Quarter CY 2016 (AC#5) and 3rd Quarter CY 2016 (AC#6).

The second India case, recently signed, has evolved since its inception. First envisioned as an additional six aircraft amended to the previous case, it is now an independent entity. The Indian Air Force will now stand up a new C-130J squadron at Air Force Station (AFS) Panagarh in West Bengal, located approximately 120 kilometers northwest of Kolkata (previously Calcutta). IN-D-SAD will provision the logistical footprint as well. Lockheed Martin will be contracted to construct the facilities. AFS Panagarh currently serves as an ammo storage facility and shares its runway with the Panagarh civil airport. Soon, it will also become the home of 80,000 Army troops of the newly formed 14 Corps.

The FMS cases with Denmark, Australia, Italy, and Norway are for capability upgrades as part of the JCCE only and do not procure aircraft.

Nuclear Costs

None

Unit Cost

Unit Cost Report

	BY1996 \$M	BY1996 \$M	
Unit Cost	Current UCR Baseline (APR 2007 APB)	Current Estimate (DEC 2013 SAR)	BY % Change

Program Acquisition Unit Cost (PAUC)

Cost	13588.1	12174.3	
Quantity	168	168	
Unit Cost	80.882	72.466	-10.41

Average Procurement Unit Cost (APUC)

Cost	13041.0	11721.5	
Quantity	168	168	
Unit Cost	77.625	69.771	-10.12

	BY1996 \$M	BY1996 \$M	
Unit Cost	Original UCR Baseline (OCT 1996 APB)	Current Estimate (DEC 2013 SAR)	BY % Change

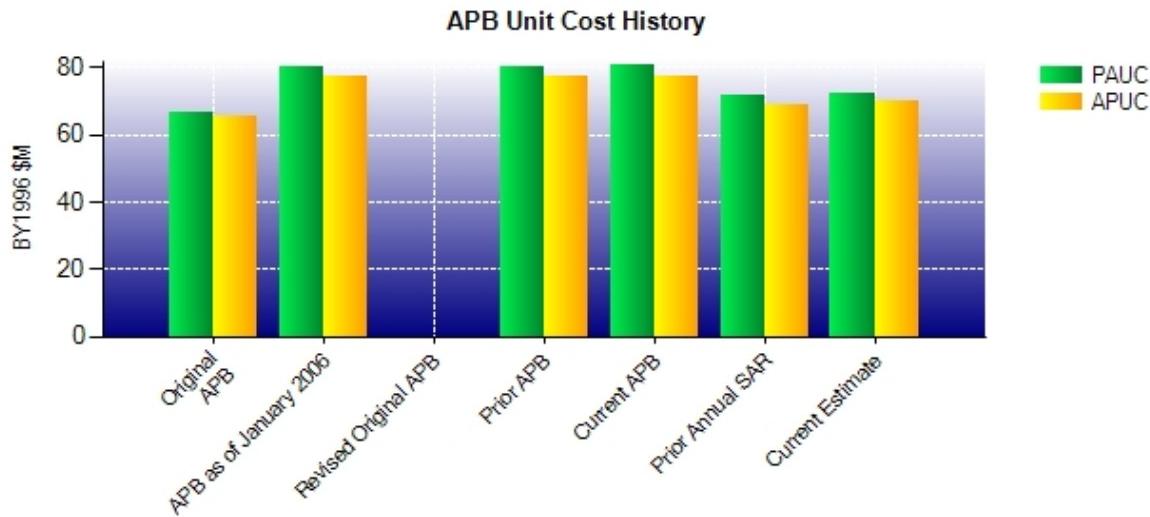
Program Acquisition Unit Cost (PAUC)

Cost	730.7	12174.3	
Quantity	11	168	
Unit Cost	66.427	72.466	+9.09

Average Procurement Unit Cost (APUC)

Cost	721.8	11721.5	
Quantity	11	168	
Unit Cost	65.618	69.771	+6.33

Unit Cost History



	Date	BY1996 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	OCT 1996	66.427	65.618	76.336	75.500
APB as of January 2006	MAR 2003	80.023	77.625	97.517	94.707
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	MAR 2003	80.023	77.625	97.517	94.707
Current APB	APR 2007	80.882	77.625	98.759	94.707
Prior Annual SAR	DEC 2012	71.707	69.065	92.496	89.130
Current Estimate	DEC 2013	72.466	69.771	93.868	90.424

SAR Unit Cost History

Current SAR Baseline to Current Estimate (TY \$M)

Initial PAUC Prod Est	Changes								PAUC Current Est	
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total		
76.336	1.038	-5.031	-2.857	1.165	9.603	0.000	13.614	17.532		93.868

Current SAR Baseline to Current Estimate (TY \$M)

Initial APUC Prod Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
75.500	0.969	-4.250	-2.830	0.000	7.421	0.000	13.614	14.924	90.424

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	Current Estimate
Milestone I	N/A	N/A	N/A	N/A
Milestone II	N/A	N/A	N/A	N/A
Milestone III	N/A	N/A	JUN 1996	JUN 1996
IOC	N/A	N/A	N/A	N/A
Total Cost (TY \$M)	N/A	839.7	839.7	15769.9
Total Quantity	N/A	11	11	168
Prog. Acq. Unit Cost (PAUC)	N/A	76.336	76.336	93.868

Cost Variance

	Summary Then Year \$M				
	RDT&E	Proc	MILCON	Acq O&M	Total
SAR Baseline (Prod Est)	9.2	830.5	--	--	839.7
Previous Changes					
Economic	+7.8	+206.5	+4.9	+1.1	+220.3
Quantity	--	+11139.4	--	--	+11139.4
Schedule	--	-502.1	-4.5	--	-506.6
Engineering	+169.1	--	--	--	+169.1
Estimating	+207.0	+903.6	+148.3	+22.6	+1281.5
Other	--	--	--	--	--
Support	--	+2395.9	--	--	+2395.9
Subtotal	+383.9	+14143.3	+148.7	+23.7	+14699.6
Current Changes					
Economic	-1.8	-43.7	-0.4	--	-45.9
Quantity	--	--	--	--	--
Schedule	--	+26.7	--	--	+26.7
Engineering	--	--	+26.7	--	+26.7
Estimating	-11.7	+343.1	+0.4	--	+331.8
Other	--	--	--	--	--
Support	--	-108.7	--	--	-108.7
Subtotal	-13.5	+217.4	+26.7	--	+230.6
Total Changes	+370.4	+14360.7	+175.4	+23.7	+14930.2
CE - Cost Variance	379.6	15191.2	175.4	23.7	15769.9
CE - Cost & Funding	379.6	15191.2	175.4	23.7	15769.9

Summary Base Year 1996 \$M					
	RDT&E	Proc	MILCON	Acq O&M	Total
SAR Baseline (Prod Est)	8.9	721.8	--	--	730.7
Previous Changes					
Economic	--	--	--	--	--
Quantity	--	+8590.0	--	--	+8590.0
Schedule	--	-264.1	-3.0	--	-267.1
Engineering	+126.2	--	--	--	+126.2
Estimating	+166.7	+604.3	+123.9	+21.0	+915.9
Other	--	--	--	--	--
Support	--	+1951.0	--	--	+1951.0
Subtotal	+292.9	+10881.2	+120.9	+21.0	+11316.0
Current Changes					
Economic	--	--	--	--	--
Quantity	--	--	--	--	--
Schedule	--	--	--	--	--
Engineering	--	--	+17.7	--	+17.7
Estimating	-8.9	+191.8	+0.3	--	+183.2
Other	--	--	--	--	--
Support	--	-73.3	--	--	-73.3
Subtotal	-8.9	+118.5	+18.0	--	+127.6
Total Changes	+284.0	+10999.7	+138.9	+21.0	+11443.6
CE - Cost Variance	292.9	11721.5	138.9	21.0	12174.3
CE - Cost & Funding	292.9	11721.5	138.9	21.0	12174.3

Previous Estimate: December 2012

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-1.8
Adjustment for current and prior escalation. (Estimating)	+0.6	+0.8
Risk dollars reduced as development program nears completion. (Estimating)	-9.5	-12.5
RDT&E Subtotal	-8.9	-13.5

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-43.7
Adjustment for current and prior escalation. (Estimating)	+6.9	+9.4
Stretch-out of last A/C procurement buy profile from FY 2020 to FY 2021. (Schedule)	0.0	+26.7
Revised estimate for Block Upgrade 8.1 due to schedule slip. (Estimating)	+99.3	+203.4
Realignment of Other Support funding to End Item Recurring. (Estimating)	+85.6	+130.3
Adjustment for current and prior escalation. (Support)	+2.2	+3.1
Decrease in Other Support due to reallocated to End Item Recurring. (Support)	-85.4	-129.3
Increase in Initial Spares due to adjustments to Other Support costs. (Support)	+9.9	+17.5
Procurement Subtotal	+118.5	+217.4

MILCON	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	-0.4
Adjustment for current and prior escalation. (Estimating)	+0.3	+0.4
Addition of Yokota Hangar requirement. (Engineering)	+17.7	+26.7
MILCON Subtotal	+18.0	+26.7

Contracts

Appropriation: RDT&E

Contract Name	C-130J - BUIC: Blk 8.1						
Contractor	Lockheed Martin						
Contractor Location	86 South Cobb Drive Marietta, GA 30063-0001						
Contract Number, Type	FA8625-04-D-6452/7, CPAF						
Award Date	November 18, 2011						
Definitization Date	November 18, 2011						

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price at Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
166.7	N/A	N/A	160.4	N/A	N/A	166.6	180.7

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the test venue change from Edwards Air Force Base to Marietta.

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date (11/30/2013)	+2.2	-2.9
Previous Cumulative Variances	+2.1	-1.4
Net Change	+0.1	-1.5

Cost and Schedule Variance Explanations

The favorable net change in the cost variance is due to underruns in the airframe and air vehicle applications work breakdown structure elements.

The unfavorable net change in the schedule variance is due to staffing constraints and supplier challenges in the airframe and air vehicle applications work breakdown structure elements.

Appropriation: Procurement

Contract Name **C-130J FYOC III**
 Contractor **Lockheed Martin**
 Contractor Location **86 South Cobb Drive
Marietta, GA 39963-0290**
 Contract Number, Type **FA8625-06-C-6456, FFP**
 Award Date **February 01, 2006**
 Definitization Date **February 01, 2006**

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price at Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
8.5	N/A	N/A	2849.0	N/A	42	2849.0	2849.0

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the purchase of aircraft and other contract modifications. The initial contract price reflects only the award of the basic contract for engineering and logistics support.

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this FFP contract.

Appropriation: Procurement

Contract Name **C-130J FYOC IV**
 Contractor **Lockheed Martin**
 Contractor Location **86 South Cobb Drive
Marietta, GA 39963-0290**
 Contract Number, Type **FA8625-11-C-6597, FFP**
 Award Date **March 16, 2011**
 Definitization Date **March 16, 2011**

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price at Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
6.4	N/A	0	117.6	N/A	1	117.6	117.6

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the addition of one FY 2012 funded aircraft buy and support. The initial contract price reflects only the award of the basic contract for engineering and logistics support.

Cost and Schedule Variance Explanations

Cost and Schedule Variance reporting is not required on this FFP contract.

Appropriation: Procurement

Contract Name **C-130J Multi-Year II Procurement Contract**
 Contractor Lockheed Martin Aeronautics Company
 Contractor Location 86 South Cobb Drive
 Marietta, GA 39963-0290
 Contract Number, Type FA8625-14-C-6450, FPIF
 Award Date December 09, 2013
 Definitization Date December 09, 2013

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price at Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
50.8	N/A	N/A	50.8	N/A	N/A	50.8	50.8

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date	0.0	0.0
Previous Cumulative Variances	--	--
Net Change	+0.0	+0.0

Cost and Schedule Variance Explanations

None

General Contract Variance Explanation

Cost and Schedule Variance reporting has been waived on this FPIF contract.

Contract Comments

This is the first time this contract is being reported.

\$50.762M of FY 2013 Advance Procurement funds were obligated in December 2013 for six FY 2014 C-130J-30 on Contract FA8625-14-C-6450. Target Costs/Prices will be established upon definitization. A Multi-Year Procurement was approved on the FY 2014 Appropriation. This contract will implement the FY 2014-2018 buys.

Deliveries and Expenditures

Delivered to Date	Plan to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	117	117	168	69.64%
Total Program Quantity Delivered	117	117	168	69.64%

Expended and Appropriated (TY \$M)

Total Acquisition Cost	15769.9	Years Appropriated	21
Expended to Date	9590.3	Percent Years Appropriated	60.00%
Percent Expended	60.81%	Appropriated to Date	10621.8
Total Funding Years	35	Percent Appropriated	67.35%

The above data is current as of 3/21/2014.

Operating and Support Cost

C-130J

Assumptions and Ground Rules

Cost Estimate Reference:

The information for O&S costs are based on the 2013 Program Office Estimate (POE) completed by the Air Force Life Cycle Management Center / Cost Staff (AFLCMC/FZC).

Sustainment Strategy:

The O&S costs are based on an estimated fleet of 168 C-130J aircraft. This bottoms-up estimate covers FY 2000 through FY 2053, assuming a 30 year life span. Average annual cost per aircraft is determined by dividing the base year 1996 total for each cost category by 30 years and 168 aircraft.

Antecedent Information:

Average annual cost per aircraft is determined by dividing the base year 1996 total for each cost category by 30 years and 168 aircraft. C-130H1/H2 costs are from the AFTOC database.

Unitized O&S Costs BY1996 \$M		
Cost Element	C-130J Avg Annual Cost per Aircraft	C-130H1 & H2 (Antecedent) Avg Annual Cost per Aircraft
Unit-Level Manpower	2.902	2.969
Unit Operations	1.124	1.115
Maintenance	1.191	1.866
Sustaining Support	0.201	0.035
Continuing System Improvements	0.086	0.001
Indirect Support	0.194	0.282
Other	0.000	0.000
Total	5.698	6.268

Unitized Cost Comments:

The unitized cost multiplied by the quantity (168) multiplied by the service life (30 yrs) equals the Total O&S cost in BY\$.

Total O&S Cost \$M				
	Current Production APB Objective/Threshold	Current Estimate		
		C-130J	C-130J	C-130H1 & H2 (Antecedent)
Base Year	N/A	N/A	28717.9	31590.7
Then Year	N/A	N/A	63858.0	70261.9

Total O&S Costs Comments:

There is no Objective or Threshold numbers listed in the APB.

O&S Cost Variance		
Category	Base Year 1996 \$M	Change Explanation
Prior SAR Total O&S Estimate Dec 2012	19,989.6	
Cost Estimating Methodology	+3,386.9	Indirect Support added to fully-burdened rates.
Cost Data Update	0.0	
Labor Rate	+2,767.0	Updated labor rates and headcount requirements based on 2013 headcount/PAA
Energy Rate	+2,574.4	Fuel price: \$3.73/gallon, 85% increase.
Technical Input	0.0	
Programmatic/Planning Factors	0.0	
Other	0.0	
Total Changes	+8,728.3	
Current Estimate	28,717.9	

Current Estimate is based on FY 2013 Program Office Estimate dated January 27, 2014.

Disposal Costs:

Cost totals do not include disposal costs. Disposal cost estimate is \$4.3M TY 2013 \$ = (\$25.5K per aircraft) multiplied by (168 aircraft).